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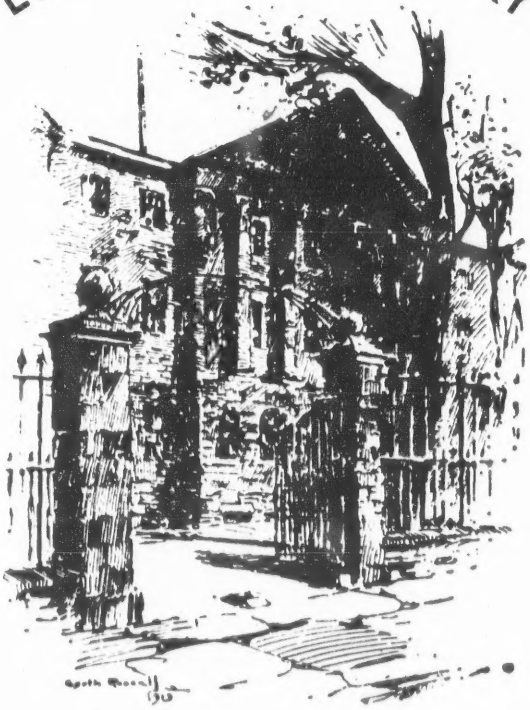

PROVINCE HOUSE

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Nova Scotia Yacht Squadron.

CONSTITUTION,

BY-LAWS, SAILING REGULATIONS,

&c., &c., &c.

HALIFAX, N. S.,
Printed by Wm. Macnab, 12 Prince Street,
1876.

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CONSTITUTION.

I.

This Association shall be known as the NOVA SCOTIA YACHT SQUADRON, and its objects shall be to promote Yacht building and sailing in this Province, and to encourage its members in becoming proficient in navigation, in the personal management, control and handling of their yachts, and in all other matters pertaining to seamanship.

II.

The Officers of the Squadron shall consist of a Commodore, Vice-Commodore, Rear-Commodore, Secretary and Treasurer.

It shall be the duty of the Commodore to preside at all meetings, to take command of the Squadron and to call Special Meetings whenever he may think necessary, or at the request in writing of at least *ten* members.

In the absence of the Commodore the Vice-Commodore shall discharge his duties, and in the absence of both the Commodore and Vice, the duty shall fall on the Rear-Commodore.

It shall be the duty of the Secretary to keep a true record of all proceedings of the Squadron; a correct roll of members together with the date of their election; a register of the Yachts belonging to the Squadron; to notify each member elect of his election; to notify each member of every meeting, to conduct all the cor-

respondence of the Squadron and to take charge of the books, records and papers.

It shall be the Treasurer's duty to collect all dues and assessments, pay all bills, contracted by the Squadron and passed by the Committee of Mamagement, keeping a correct account of the same in a book to be provided for that purpose. He shall deposit all the Funds of the Squadron as received, subject to Art. XI., in a bank to be approved by a meeting of the Squadron, and all cheques drawn shall be countersigned by one of the Flag-Officers, and he shall be liable to account for the same whenever so required by the Committee of Management.

III.

There shall be a Committee of Management composed of the Flag-Officers, Secretary and Treasurer, *ex officio*, and five members, of whom at least three shall be yacht owners, who shall be elected by ballot at the Annual Meeting. It shall be their duty to audit all accounts and to approve all debts of the Squadron before these are paid; to examine all proposals for membership and report on approved names, and to make an Annual Report concerning the condition and finances of the Squadron and such other matters as they may think proper, at the Annual Meeting.

IV.

The officers named in Art. II., (except the Commodore) shall be elected by ballot at the Annual Meeting, each election to be by a separate ballot.

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V.

The name, address and profession of any gentleman who wishes to become a member of the Squadron, together with the names of his proposer and seconder—who must be members—must be sent in writing to the Secretary at least ten days previous to a meeting—whether special or regular—of the Squadron, and be by him submitted to the Committee of Management for approval, and when so approved, inscribed in a book in regular order as received. At least one week previous to said meeting, a list of candidates containing all the particulars above mentioned, shall be sent by the Secretary to each member, and a vote by ballot taken at the meeting, when *one* black ball in *seven* shall exclude. Any candidate who has been *twice* black-balled shall not be again eligible for proposal.

VI.

The Lieutenant-Governor of the Province, the Admiral Commanding on the Station, the General Commanding the Imperial Forces, the Mayor of the City of Halifax, the Minister of Marine and Fisheries, and the Flag-Officers and Secretary of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy towards the Flag-Officers and Secretary of this Squadron, shall be, together with any gentlemen balloted for (in accordance with Art. V.,) as such, Honorary Members of the Squadron and entitled to all privileges except voting at meetings or ballotting for members.

VII.

Officers of H. M. Army and Navy and of all Royal, Recognized and Foreign Yacht Clubs, extending the same courtesy to members of this Squadron, shall be admitted on payment of the Annual Subscription, after having passed the ballot, and any such gentlemen owning yachts shall become entitled to vote on all questions when a vote by yachts, as hereinafter provided for, is called for.

VIII.

There shall be Four Regular Meetings of the Squadron in each year, to be held as follows: First, the Annual Meeting to be held on *the third Thursday of January;* the second on *the third Thursday of April*; the third on *the third Thursday of July;* and the fourth on *the third Thursday of October.*

IX.

At Meetings of the Squadron ten members shall constitute a quorum and at Committee Meetings three members shall constitute a quorum.

X.

Upon a proposal to alter the time allowance, rule of measurement, classification of yachts, or any other question exclusively affecting yachts, the vote shall be taken only by yachts, that is the owner or owners shall be entitled to one vote for each yacht. Owners may vote by proxy, but such proxy must be in writing and shall be valid only for the meeting for which it is given. Whenever a vote by

yachts is called for, the Secretary shall call the name of each yacht enrolled in the Squadron, and its vote shall be called *viva voce*, or by ballot, if ordered.

XI.

The Squadron shall incur no debt that cannot be met by funds in the hands of the Treasurer.

The Treasurer shall deposit ten per cent of all moneys paid in to him in a bank to be approved by a meeting of the Squadron, to the credit of the Squadron, and all such deposits shall constitute a Reserve Fund. No part of this fund shall be appropriated, unless by vote of a majority of the members present at the meeting, and at least ten per cent of the amount of the fund at the time such appropriation is voted, must remain in the bank to the credit of the Squadron. Such appropriation shall not be drawn save by a cheque signed by the Treasurer and countersigned by one of the Flag-Officers. The account of this fund shall be kept separate from the general account of the Squadron.

XII.

This Constitution may be amended by a two-thirds vote of the members present at any regular meeting, provided always, that the proposed amendment shall be submitted in writing at the regular meeting of the Squadron next preceding that at which it shall be voted upon, and that a copy of the amendment shall have been sent, along with the notice calling the meeting, to each member. The alteration, if voted, shall come into force at the next Annual Meeting.

HOUSE

BY-LAWS.

I.

II.

After providing for the Reserve Fund and the necessary current expenses, the funds of the Squadron shall be annually appropriated to Prizes to be sailed for by Yachts belonging to members.

III.

The Annual Subscription, payable by each member, shall be $10 and entrance fee $5.

The entrance fee and annual subscription of every candidate for membership, approved of by the Committee of Management, must be lodged with the Secretary

(who shall at once pay it over to the Treasurer,) when the proposal for election is approved (or the name will not be included in the ballot list.) Should the candidate not be elected, the amount shall be returned to his proposer. A member elected at the regular meeting in *October*, shall not be liable to pay another subscription till the second *January* following.

The Annual Subscription shall become due on the 1st of January in each year, and no member whose dues are unpaid shall be allowed to vote.

The Treasurer shall notify all members whose dues are unpaid on the first day of April, and should such members fail to pay their dues by the next regular meeting of the Squadron, their names shall be read out at such meeting, and, unless the dues are then paid, erased from the list of members and not restored unless before the regular October meeting, the subscription, together with a fine of $1, be paid, and such reason given for the delay as shall satisfy the Committee of Management. Any member, however, leaving the Province, may, by giving notice to the Secretary, be relieved from the payment of his subscription during any year of his absence, provided such exemption is claimed before the regular April meeting in any year.

IV.

Any member whose dues for the current year are all paid, may withdraw from the Squadron on his written application to that effect being sent in to the Secretary. Squadron Certificates, Admiralty Warrants and Cups or Prizes, the property of the Squadron which may be in a member's possession, must be returned to the Secretary before the resignation can take effect.

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V.

In the event of the absence of all the Flag-Officers from any meeting of the Squadron, the member who may be elected by those present shall take the chair, and on all questions where there is an equality of votes, the Chairman shall have only a casting vote.

VI.

At the regular April meeting in each year the Committee of Management shall produce a list of all subscriptions paid in for the current year, together with a statement of all funds in the Treasurer's hands and an estimate of what portion of the same will be available for Prizes to be sailed for during the season; and present a report recommending the amount, number and class of said prizes and the days on which they are to be sailed for.

VII.

At the Annual Meeting in each year a Sailing Committee, composed of five members, shall be elected by a vote of the Yachts. Three members shall form a quorum, and the Committee shall have the management of all matches, with power to decide all disputes and protests—having heard evidence—and their decision shall be final.

VIII.

Yachts shall be measured in the following manner:—The length shall be taken on deck, between the fore part of the stem and the after part of the stern post, and on the keel on the line of the garboard strake—the mean of these two dimensions shall be taken as the just length for tonnage; the breadth shall be taken from the outside of the outside plank at the broadest part, whether above or below the main-wales, and the depth amid-ships from the upper side of the covering board to the under side of the garboard strake. These three dimensions shall be multiplied together and the product—divided by 100—shall be deemed the true tonnage. Any decimal of half or more than half a ton shall count as a ton, and any less shall be disregarded.

IX.

At the Annual Meeting in each year, two Measurers shall be appointed by ballot. It shall be their duty to measure all yachts belonging to the Squadron in the manner provided for by the Rule of Measurement, and to file with the Secretary a certificate of such measurement.

Every Yacht owner shall furnish to the Secretary the name and rig of his yacht, and a description of his distinguishing flag, and the name of the port at which his vessel is owned, and no yacht shall be allowed to start for any prize given out of the Squadron Funds, unless a certificate of her measurement by the official measurers shall have been filed with the Secretary.

NCE HOUSE

X.

The Committee of Management shall have power to appoint Deputy Measurers at any port in the Province where Yachts of the Squadron may be stationed.

XI.

In all races for prizes given out of the Squadron Funds, *members only* will be allowed to steer, and all other persons on board must be members of the Squadron, their sons (under 18 years of age) or members of a Royal, Foreign or recognized Yacht Club, or regular paid hands.

If any other person than a member take the tiller, or in any way assist in steering during a race, the yacht in which this occurs shall be disqualified.

XII.

Yachts of the Squadron shall for the present, be divided into two classes, the first comprising yachts exceeding ten tons, and the second, yachts of ten tons and under.

A Yacht may enter at any tonnage exceeding her registered tonnage, but must, in such cases, conform to all the sailing regulations applicable to said increased tonnage, and give and receive time allowance in proportion thereto.

XIII.

Each Yacht sailing for any prize given exclusively by the Squadron, must be the property of a member or members, and her owner or owners must have paid up all their dues for the current year, under penalty of the yacht being disqualified.

XIV.

No shifting ballast and no scouting shall be allowed on board any yacht of the Squadron entering in a race, under penalty of disqualification.

XV.

The Owner, if on board during a match, or in his absence, some member of the Club whom he shall appoint his representative, shall be held responsible for the full observance of all the rules and sailing regulations by every person on board.

XVI.

Any member entering a Yacht for a Squadron Match shall deposit with the Secretary an entrance fee of $1, which shall be returned to Yachts making a *bona fide* start to the satisfaction of the Sailing Committee.

NCE HOUSE

XVIII.

No member or members shall be allowed to enter more than one Yacht in each race.

XIX.

Each Yacht owner shall assume a distinguishing flag, different from that of any other member, to be described in the Squadron list, and shall sail all matches under the same. Notice of any alteration in a member's flag to be sent to the Secretary before the lists for the year are printed.

XX.

Should any Yacht, having been duly entered for a race, and starting give up during its progress, unless she is disabled, and said race not be concluded, she shall not be allowed to start when such race is resailed.

XXI.

If any prize be offered out of the Squadron Funds, any vessel, duly entered, may claim to sail over the course for said prize, subject however, to Rule VII.

XXII.

Any member of the Squadron may protest *in writing* against a prize being handed to a particular Yacht on account of any breach of these Rules, or of the Sailing Regulations, error in measurement, etc., etc., such protest to be signed by the member protesting and sent to the Secretary before the race, or before the expiration of the day after that on which the race has been sailed, and by him be laid before the Sailing Committee, at a meeting of that body to be immediately called, their decision to be final. Should said Committee, however, consider such protest frivolous or vexatious—after having heard evidence on both sides—they shall dismiss it, but should it appear that there was wilful foul sailing, or any intentional breach of these Rules or of the Sailing Regulations on the part of any vessel, they shall so report to a General or Special Meeting of the Squadron, at which the owner or his representative and sailing master, or any of them may, by a majority vote of Yachts, be excluded from entering or sailing in a Yacht at any subsequent Squadron Match, or for such time as may seem fit. (See also Sailing Regulations 21 and 22.)

XXIII.

If any prize offered by the Squadron be not awarded, on account of any breach of the Sailing Regulation of the Squadron, for want of entries, or other cause, (save a postponement on account of the weather, or an unfinished race under Sailing Regulation —), the Sailing Committee shall report the same to a meeting of the Squadron, when the amount of such prize shall either be carried to the credit

NCE HOUSE

of the Squadron Fund or offered again for competition amongst some or all of the vessels of the Squadron under such conditions as may seem fit, subject however to the General Rules and Sailing Regulations.

XXIV.

The Sailing Regulations of the Squadron, at the time being, shall govern all matches for prizes given by the Squadron, unless altered in any respect by the special conditions under which any prize is offered.

XXV.

Any member buying or selling a Yacht must give notice thereof to the Secretary within seven days after the completion of the purchase or sale, and no Yacht not duly entered on the register shall be entitled to representation at a Squadron meeting.

XXVI.

In all disputed questions referred to the Sailing Committee, in which a member thereof may be personally interested, such member shall not vote or take part in the discussion.

XXVII.

Vacancies in either the Committee of Management or the Sailing Committee shall be filled up at the next ensuing Special or Regular Meeting of the Squadron.

XXVIII.

The Secretary shall publish each year and forward to every member of the Squadron, a list of the members with the date of their election, a list of the officers and committees, and a list of the Yachts registered, showing the rig, tonnage, port of ownership, official number, owner's name, distinguishing flag, and whenever possible, builder's name.

XXIX.

Any alteration in these By-laws must be proposed in writing by a member at a regular meeting of the Squadron, and a vote taken on it at the next, due notice of the proposed alteration having been given to each member. A two-thirds vote of members present shall alter the rule and the alteration shall come into force immediately.

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SAILING REGULATIONS.
1876.

I.

COMMITTEE TO REGULATE MATCHES.—All Matches, and the Yachts sailing therein, shall be under the direction of the Committee, whose decisions shall be given strictly in accordance with the General Rules and these Sailing Regulations, and be final; said Committee to have full power, by themselves or by persons appointed by them, to visit and inspect any Yacht before and after the race, in order to see that the Rules and Sailing Regulations are complied with.

II.

TIME, METHOD AND FORM OF ENTRY.—The entries for each Match must be sent to the Secretary before 2 P.M., on the day but one before the race, on forms to be obtained from him, and be signed by the owner of the Yacht to be entered, or by another member of the Squadron as his representative.

III.

LATE ENTRIES.—No entry shall be received after the proper time for closing same, unless a good reason for the delay be shown, to the satisfaction of the Committee, and a fine of £1 be paid.

IV.

RULE OF MEASUREMENT.—Yachts shall be measured in the following manner: The length shall be taken on deck, between the fore part of the stern and the after part of the stern post, and on the keel on the line of the garboard strake—the mean of these two dimensions shall be taken as the just length for tonnage; the breadth shall be taken from the outside of the outside plank at the broadest part, whether above or below the main-wales, and the depth amidships from the upper side of the covering board to the under side of the garboard strake. These three dimensions shall be multiplied together and the product—divided by 100—shall be deemed the true tonnage. Any decimal of half or more than half a ton shall count as a ton, and any less shall be disregarded.

V.

METHOD OF STARTING.—The start shall take place under the direction of the person named by the Committee to manage the same; and in case of a start from moorings a Red Flag will be hoisted for Yachts to take their stations, with their *Head-sails* down; at the time named for starting, a Blue Peter will be hoisted in place of the Red Flag, and the first gun fired, and at the expiration of five minutes exactly, a second gun fired as a signal to *set Head-sails* and start. In case of a flying start, one gun shall be fired at the time named for starting, or as nearly so as can be arranged, and another exactly five minutes afterwards, no vessel to cross a line (which will be pointed out beforehand) until after the second gun; or if she has done so, she must return within it and re-cross so as to obtain no advantage, to the satisfaction of the starter, or be disqualified

VI.

NOT TO LET-GO UNTIL SECOND GUN.—In case of a start from moorings, if any Yacht lets go or parts her bridle before the second gun fires, or if she drags any moorings or anchor to which she is made fast for the purpose of starting, she shall be liable to be disqualified on the complaint of the starter, unless such parting or dragging be explained to the satisfaction of the Committee; or unless she has re-turned, after the firing of said gun, within the line of starting buoys, so as to obtain no advantage by the accident, to the satisfaction of the starter.

VII.

SPRINGS.—Springs are allowed on the bridles, but may not be carried to a buoy, pier, other vessel, or fixed point.

VIII.

BALLAST NOT TO BE SHIFTED.—No Yacht *having on board* ANY BAGS OF SHOT shall be allowed to sail in any match of the Squadron; and during a race all the *ballast* must be stowed under the platform, or in the lockers, *and shall not be shift-ed or trimmed in any way whatever. (Vide By-law XIII.)*

IX.

HANDS AND SAILS.—The number of unpaid hands on each Yacht, the sails to be set, and the mode of setting them, shall be left to the discretion of the Owner and his Sailing Master, but she must only carry her *usual* anchors and chains, which, as well as all other *gear*, may be shifted at pleasure during the race.

X.

LIFE-BUOYS.—Every Yacht shall carry at least one Life-Buoy on board ready for use throughout the race.

XI.

ANCHORING.—A Yacht may anchor at pleasure during the race, but must weigh the anchor before re-starting, and shall not take hold of any pier, other vessel, or fixed object.

XII.

ONLY SAILING ALLOWED.—No towing, sweeping, poling, or pushing, or any mode of propulsion except sails, shall be allowed.

XIII.

FOULING.—Each Yacht must go fairly round the course, and not touch any buoy, boat, or vessel used to mark it out, or foul any vessel in the race.

XIV.

REQUIRING A YACHT TO TACK IF NECESSARY.—If two Yachts be standing towards the shore, or towards any buoy, boat, or vessel, and not be able to go about without coming into collision with the Yacht to the windward, the latter shall at once go about, on being hailed to do so by the owner of the leeward Yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

XV.

TWO YACHTS MEETING—HELMS TO BE PUT TO PORT IN CASE OF DANGER.

If two Yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to Port, so that each may pass on the Port side of the other.

XVI.

TWO YACHTS CROSSING—IN CASE OF DANGER, WHICH TO GIVE WAY.

When two Yachts are crossing so as to involve risk of collision, then if they have the wind on different sides, the Yacht with the wind on the Port side shall keep out of the way of the Yacht on the Starboard side, except in the case in which the Yacht with the wind on the Port side is close hauled and the other Yacht free, in which case the latter Yacht will keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, then the Yacht which is to windward shall keep out of the way of the Yacht which is to leeward. N.B.—When by the foregoing Rule, which, as well as Rule XV., is taken from the Merchant Shipping Amendment Act, 1862, and the Order in Council, dated 9th January, 1863, one of two Yachts is to keep out of the way, the other shall keep her course.

XVII.

MAY LUFF, BUT MUST GIVE ROOM AT MARKS, AND WHEN NECESSARY.

A Yacht may luff as she pleases, to prevent another passing to windward, but must not bear away, in order to hinder her passing to leeward (the lee side to be considered that on which the leading vessel carries her boom); but, nevertheless, when rounding any buoy, boat, or vessel used to mark out the course, or when passing any pier, shoal, rock, vessel, or other obstruction to sea room, Yachts must give each other room to pass clear of it and of one another, whether they are on a wind or going free, and whether it be the lee or weather boat which is in danger of going ashore, or of fouling such obstructions.

XVIII.

RUNNING ASHORE.

Any Yacht running on shore, or foul of a buoy or vessel, may use her own anchors, boats, warps, &c., to get off, but shall not receive assistance from another vessel (except from the crew or crews of the other vessel or vessels so fouled) or from the shore. Any anchor, boat, or warp used must be taken on board again before re-starting.

XIX.

DISTINGUISHING FLAGS.

Each Yacht must carry her owner's proper Distinguishing Flag, of a suitable size, at her main top-mast head, same not to be hauled down unless she gives up

the race, in which case it is to be immediately lowered; if the top-mast be struck or carried away, the Flag must be re-hoisted in a conspicuous place, as soon as possible.

XX.

LIMIT TO DURATION OF RACE.

Except when otherwise prescribed in the conditions under which the prize is offered, if the leading Yacht has not passed the Flag Vessel before 8 o'clock, P. M., the race shall be null and void, and be re-sailed on such other day as the Committee shall appoint.

XXI.

PENALTY FOR DISOBEYING SAILING REGULATIONS.

Any Yacht wilfully disobeying or infringing any of these Rules, shall be disqualified from receiving any Prize she may otherwise have won, and her Owner held liable for all damages, caused by such disobedience, to other yachts, buoys, flag-boats, &c.

XXII.

PROTESTS.

Should the Owner of any Yacht, or the person acting as his representative on board, consider that he has a fair ground of complaint against another for foul sail-

ing, or any violation of these Regulations, he must signify the same by showing a Flag conspicuously in the main rigging, same to be kept flying while passing the Flag-ship; and such protest shall be sent *in writing* to the Secretary, before the expiration of the day after that on which the Race has been sailed, and shall be heard and decided on as prescribed by the Club Rules. *(Vide By Law* xxii.)

XXIII.

TIME ALLOWANCE.

Time shall be allowed according to the tables appended hereunto.

XXIV.

ALTERATION OF REGULATIONS.

Any alteration in these Sailing Regulations must be proposed by a Yacht-owner at a regular meeting of the Squadron, and a vote by Yachts taken on it at the next, due notice of the proposed alteration having been given to each member. A two-thirds vote of Yachts shall alter the Rule, and the alteration shall come into force immediately.

Co

Tons	M.
1	
2	
3	
4	
5	1
6	1
7	1
8	1
9	1
10	1
11	1
12	1
13	1
14	2
15	2

TABLES OF TIME ALLOWANCE.

Course of 12 Miles.

Tons	M.	S.	Tons	M.	S.
1	0	0	16	21	25
2	4	30	17	21	57
3	7	30	18	22	27
4	9	45	19	22	55
5	11	33	20	23	22
6	13	3	21	23	48
7	14	19	22	24	13
8	15	27	23	24	36
9	16	27	24	24	58
10	17	21	25	25	21
11	18	10	26	25	42
12	18	55	27	26	1
13	19	37	28	26	21
14	20	16	29	26	39
15	20	52	30	26	57

Course of 16 Miles.

Tons	M.	S.	Tons	M.	S.
5	0	0	14	11	36
6	2	0	15	12	24
7	3	43	16	13	9
8	5	13	17	13	52
9	6	33	18	14	31
10	7	45	19	15	10
11	8	49	20	15	46
12	9	49	21	16	21
13	10	45	22	16	54

Course of 24 Miles.

Tons.	M.	S.	Tons.	M.	S.
5	0	0	19	22	45
6	3	0	20	23	39
7	5	34	21	24	31
8	7	49	22	25	19
9	9	49	23	26	27
10	11	37	24	26	52
11	13	15	25	27	35
12	14	45	26	28	16
13	16	9	27	28	57
14	17	25	28	29	36
15	18	37	29	30	12
16	19	45	30	30	48
17	20	48			
18	21	48			

Course of 32 Miles.

Tons.	M.	S.	Tons.	M.	S.
5	0	0	18	29	4
6	4	0	19	30	21
7	7	25	20	31	33
8	10	25	21	32	42
9	13	6	22	33	46
10	15	30	23	34	49
11	17	40	24	35	49
12	19	40	25	36	46
13	21	31	26	37	42
14	23	13	27	38	36
15	24	49	28	39	27
16	26	19	29	40	16
17	27	45	30	41	4

Course of 48 Miles.

Tons.	M.	S.	Tons.	M.	S.
5	0	0	18	43	37
6	6	0	19	45	31
7	11	9	20	47	19
8	15	39	21	49	1
9	19	39	22	50	40
10	23	15	23	52	13
11	26	31	24	53	44
12	29	31	25	55	10
13	32	16	26	56	33
14	34	51	27	57	54
15	37	15	28	59	10
16	39	30	29	60	25
17	41	37	30	61	37